Government of India is primarily responsible for the development of national highways in the country. The States including the State of Gujarat have been demanding more funds for the development of National Highways.

(b) to (d) The allocation are made State-wise and not city-wise. The funds are released to various States keeping in view the status of on-going works, inter-se priority of works and the overall availability of funds.

Percentage of Indian Fleet

7232. SHRI SANATAN BISI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what is the percentage of Indian fleet vis-a-vis the total world fleet; and

(b) the details of items which contribute for a large part of carriage in Indian ships?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) The Indian fleet constitutes around 1.42% of the total world fleet in terms of Gross Registered Tonnage. Petroleum, Oil, Lubricants (POL)/ product and other liquids contribute for a large part of carriage in Indian ships.

Investment required in the Indian Shipping Industry

7233. SHRI SATISH PRADHAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether curbs/restrictions imposed on external commercial borrowings and withdrawal of exemption of withholding fare on such borrowings, have virtually curtailed ship-owners access to foreign credit required for purchase of ships;

(b) if so, whether Government have received representations to this effect from the shipping companies and, if so the details thereof;

(c) the details of action taken/proposed thereon, for redressal of genuine problem of ship-owners; and

(d) what is the estimated freh investment required by the shipping industry to meet the target set by the Tonnage Acquisition Committee (TAC) for Indian shipping industry and the steps taken/proposed to be taken to help the industry mobilise funds required?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (d) The Indian National Shipowners' Association have submitted a memorandum to the Ministry of Finance and to the Ministry of Surface Transport, about the likely adverse effect on access to foreign credit for ship acquisition due to;

(i) Withdrawal of exemption from Withholding Tax on interest payment of External Commercial Borrowings by amending Section 10(15) (iv) of the' Income Tax Act.

(ii) As per the revised ECB guidelines the average age of loan has to be 7 years for the loan over US $ 15 million. Since the loans are amortised on the basis of equated instalments and not on the basis of bullet payment (one time payment) to achieve average life of 7 years, the tenure of loan has to be between 13 to 14 years. Such long term loans are not easily available and also more expensive in terms of rate of interest and loan covenants. This will place additional financial burden on the Indian Shipping Companies and make the ships acquired through such loans economically unviable in the international market as the Indian Shipping Companies cannot pass the additional burden to their customers. Further, such loans cannot be used for purchase of second hand ships as the, balance life of second hand ships may be lesser than the average life of the loan. Industry therefore desires that Government may adopt age norms for loans applicable to Organisation for Economic. Co-operation and Development loans where tenure of loans is maximum 8 years.

The Ministry has not only supported, but has also taken up all issues raised by the Indian National Shipowners' Association with the Finance Ministry.

Indian National Shipowners' Association has estimated that, to meet the 8th Five Year Plan target, an investment of Rs. 25,000 crores will be required for ship acquisition.

परिवहन संबंधी ढांचे और सेवाओं पर किए गए खर्च पर अध्ययन रिपोर्ट

7234. श्री सत्य प्रकाश मालवीय:
श्री अनन्तराम जायसवाल:

क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या देश में सड़कों के रख-रखाव के लिए लखनऊ में कोई प्रस्ताव तैयार किया गया था, यदि हां, तो तत्संबंधी ब्यौरा क्या है, वह योजना कब बनी तथा उस पर कितनी धनराशि खर्च हुई और अब तक इसके क्या परिणाम प्राप्त हुए हैं;

(ख) क्या सरकार को ''परिवहन ढांचा और सेवाएं'' विषय पर कोई अध्ययन रिपोर्ट प्राप्त हुई है, यदि हां, तो उस अध्ययन रिपोर्ट का ब्यौरा क्या है; और

(ग) उक्त रिपोर्ट के आधार पर सड़कों के, विशेष तौर पर देश में राजमार्गों के, निर्माण को मजबूत बनाने और उसमें तेजी लाने तथा उनके रख-रखाव के लिए सरकार द्वारा क्या कदम उठाए जा रहे हैं?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाईटलर): (क) संभवत: माननीय सदस्य का आशय भारतीय सड़क कांग्रेस को सोसायटी पंजीकरण अधिनियम, 1860 के तहत एक पंजीकृत सोसाइटी है, द्वारा तैयार की गई 20 वर्षीय सड़क विकास योजना 1981—2001 से है। योजना दस्तावेज में उल्लिखित सिफारिशें/लक्ष्य मूलत: अनुशंसात्मक स्वरूप के हैं और इनका उद्देश्य पंचवर्षीय योजना आदि तैयार करने के लिए संदर्भ के रूप में मदद करना है।

(ख) और (ग) परिवहन ढांचा और सेवाएं संबंधी व्यय विषय पर ऐसी कोई अध्ययन रिपोर्ट प्राप्त नहीं हुई है।

Reduction of width of National Highways

7235. SHRI AJIT P.K.JOGI:
SHRI MOOLCHAND MEENA:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the union Government are not looking after the development and maintenance of the national highways falling in urban areas;

(b) if so, what are the details in this regard and if not, what are the reasons therefor;

(c) whether Government propose to reduce the width of these national highways from 30 Meters to 25 Meters; and

(d) if so, what are the details in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI J AGDISH TYTLER): (a) and (b) Central Government have been providing contributions towards the development and maintenance of urban links to the extent indicated below :—

(i) For suitable urban links i.e. where the existing land width is more than 30 m., the Central Government finances full cost of development and maintenance cost limited to Rs. 60,000 per km. per year.

(ii) For unsuitable urban links i.e. where the existing land width is less than 30m the Central Government's contribution is only for maintenance and that too limited to Rs. 60,000 per km. per year.

(c) and (d) There is no such proposal under consideration at present.

Allocation of tol'l tax amount for National Highways in Gujarat

7236. SHRI AN ANTRAYDEVSH ANKER DAVE. Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government are aware that about Rs. 25 crores, collected as toll tax on bridges in Gujarat and to be utilised on national highways work in the State, has not been allocated for national highway works in the State;

(b) whether Government propose to allot this amount in the current financial year, in view of the insufficient funds allotted to the state viz-a-viz its requirements for national highway works in 1993-94; and

(c) if not, what is the target date for allotment of these funds for works of national highways in Gujarat?